

average citizen in this state, you end up in a situation where the dealer says, yes, we are trying to fix it. You take it back and take it back and take it back until you are about ready to give up. The manufacturer, he doesn't want to take responsibility. The dealer, he figures he is going broke constantly repairing it. Bottom line, the only one that seems to suffer if you get a true "lemon" and the only one that seems to suffer is just the average citizen who bought the car. So what the bill does is adopt the concept of determining responsibility as to who really has to make those repairs and get that doggone vehicle fixed and fixed properly, and if it can't be fixed, to make up the damages and give you something new or a substitute or payment. It defines terms, of course, as to what a manufacturer is, defines what a "lemon" is, establishes the standards there. What the committee did in the amendments is simply some technical corrections. I might add in addition that when the bill was presented before the committee the representatives of just about every single car manufacturer in the United States, at least, and some representing some foreign manufacturers did appear before the committee, sent representatives, lobbyists in and did oppose the bill and did suggest dramatically different amendments if we were going to adopt it. We did not adopt most of their amendments. We did adopt what we felt were some reasonable corrections in areas that did need to be clarified. So the amendments specifically, they define manufacturer's express warranty. We want to know exactly what is warranted or guaranteed and get that cleared up. Amendment two clarifies that governmental charges are collateral charges and clarifies that any previous owner shall be attributed to use. In other words, if you have got another owner and they did some damage to it, that could be considered in dealings on this lemon issue also. The third amendment provides that notice to the manufacturer be written. We specified in there if you have got a lemon and you notify the manufacturer, we just simply say it has got to be written notice so you have some documentation record of it. Amendment four adds Section 8 to the bill to provide that the act is applicable and this is kind of an important one so you understand, the 1984 model year vehicles and thereafter. Argument there is simple, of course, if you are going to do something like this, at least give them some advance warning. The 1984 models will be coming out here probably five, six, seven months, whatever it is, make it only apply to 1984 and the future. And, of course, with section 9 we added the emergency clause. Now I would urge your adoption of the committee amendments, hope you would support the bill. A number of senators signed on. I do believe that it would accomplish